

Boston Redevelopment Authority

Robert T. Kenney / Director

City Hall
Room 900, 1 City Hall Square
Boston, Massachusetts 02201
Telephone (617) 722-4300

M. Daniel Richardson, Jr.
Area Director
Department of Housing and Urban Development
Bullfinch Building
15 New Chardon Street
Boston, MA 02114

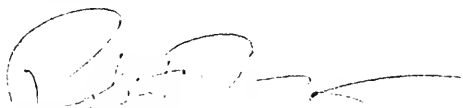
Dear Mr. Richardson:

RE: CAMPUS HIGH SCHOOL URBAN RENEWAL PROJECT (Mass. R-129)

At the request of your staff, we have prepared documentation pertaining to Environmental Clearance for the Campus High School Urban Renewal Project. With this letter, I am forwarding to you a copy of the completed special Environmental Clearance Worksheet with appropriate attachments, as well as a detailed analysis based upon the Noise Assessment Guidelines of the Department of Housing and Urban Development.

As you know, approval of the Loan and Grant application for the Campus High School Project is imperative to the City and the Roxbury community. I look forward to a favorable review of the enclosed documentation by your staff and request that this material be processed as expeditiously as possible.

Sincerely,



Robert T. Kenney
Director

Region: New EnglandArea or Insuring Office: BostonSPECIAL ENVIRONMENTAL
CLEARANCE WORKSHEET

INSTRUCTIONS: WHEN REQUESTED, PREPARE AND FORWARD ORIGINAL TO HUD. ADD ADDITIONAL SHEETS IF NEEDED. IDENTIFY PROJECT AND ITEM NUMBER ON ANY ADDITIONAL SHEETS.

BOSTON REDEVELOPMENT AUTHORITY

B. PROJECT NAME

CAMPUS HIGH SCHOOL URBAN RENEWAL PROJECT

C. PROJECT LOCATION

ROXBURY (Boston) Mass.

D. HUD PROJECT NUMBER (IF KNOWN)

Mass. R-129

E. DESCRIPTION OF PROPOSED PROJECT OR ACTIVITY (DESCRIBE TYPE, PURPOSE, GENERAL SIZE OR SCALE, COST LEVEL, AND OTHER PERTINENT DESCRIPTIVE FEATURES)

See Attached Report

F. ENVIRONMENTAL IMPACT (BENEFICIAL AND ADVERSE) OF PROPOSED PROJECT OR ACTIVITY (IDENTIFY LAND USE ASPECTS; ENVIRONMENTAL ASPECTS OF THE SITE, INCLUDING NATURAL HAZARDS AND ALL DEVIATIONS FROM APPLICABLE HUD POLICIES AND STANDARDS; POLLUTION ASPECTS; ETC. ENVIRONMENTAL IMPACT INCLUDES PHYSICAL, SOCIAL, AND AESTHETIC CONSIDERATIONS. IDENTIFY ANY RELATIONSHIP OF PROPOSAL TO NATIONAL REGISTER OF HISTORIC PLACES.)

See Attached Report

G. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED (IDENTIFY ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSED PROJECT OR ACTIVITY BE IMPLEMENTED.)

See Attached Report

H. ALTERNATIVES (OUTLINE PRINCIPAL ALTERNATIVES TO PROPOSED PROJECT OR ACTIVITY.)

None

I. SHORT-RUN/LONG-RUN RELATIONSHIPS (WHAT IS RELATIONSHIP BETWEEN THE PROPOSED SHORT-RUN USE OF THE ENVIRONMENT AND THE MAINTENANCE OF LONG-RUN PRODUCTIVITY? WHAT IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS OF RESOURCES WOULD BE INVOLVED IF THE PROPOSED PROJECT OR ACTIVITY WERE IMPLEMENTED?)

No Short Run Use of Environment Proposed

J. VIEWS OF LOCAL GROUPS (WHAT ARE THE KNOWN VIEWS OF LOCAL GROUPS TO THE PROPOSED PROJECT OR ACTIVITY? IDENTIFY KNOWN OR POTENTIAL OPPOSITION GROUPS AND THEIR VIEWS.)

See Attached Report

K. CERTIFICATION

THE APPLICANT/SPONSOR IDENTIFIED IN BLOCK A HEREBY CERTIFIES THAT THE INFORMATION FURNISHED IN THIS DRAFT ENVIRONMENTAL CLEARANCE WORKSHEET IS TRUE AND ACCURATE TO THE BEST OF (HIS) (ITS) KNOWLEDGE.

March 21, 1972

(DATE)



(SIGNATURE)

Robert T. Kenney

Director, Boston Redevelopment Authority

(TITLE)

Special Environmental Clearance Worksheet

- E. Description of proposed project or activity (describe type, purpose, general size or scale, cost level, and other pertinent descriptive features)

The proposed Campus High School Project is an Urban Renewal Project to be carried out under Title I of the Federal Housing Act of 1949, as amended, and Chapter 121B of the General Laws of Massachusetts. Both clearance and rehabilitation activities are contemplated.

The project area, located in the Lower Roxbury section of the City of Boston, is 130 acres in size. The total gross project cost is estimated at \$33,164,896. The purpose of these funds is to carry out activities pertaining to the implementation of the Urban Renewal Plan.

The basic objectives of urban renewal activity in the Campus High School Project Area are:

- (1) to provide a site for the construction of a city-wide high school complex as part of the overall Public Facilities construction program;
- (2) to provide opportunities for the construction of housing units for low- and moderate-income families and individuals; and
- (3) to eliminate seriously deteriorated and blighted conditions and influences in the project area and to strengthen and revitalize through rehabilitation measures and the provision of new and improved facilities those sections of the community which are still viable.

A description of the specific elements of the proposed project follows:

- (1) Campus High School The major proposal of the Urban Renewal Plan is the construction of a 5,000 student, city-wide Campus High School, as recommended and approved by the Boston School Committee, on a site of 35 acres. A group of separate, but interconnected, buildings will accommodate four academic "houses", a cultural arts center, a science and occupational services center, a gymnasium and other indoor recreational facilities, and a social services and commercial center with strong ties to the local community. A public concourse will tie together the whole complex. Over twenty acres of the site will be devoted

to playing fields. Total cost of the high school, to be constructed by the Public Facilities Department of the City of Boston, is estimated at \$40 - \$50 million. Construction has already begun on the first stage of this school, for 2,500 students, with completion scheduled for two years.

- (2) Low- and Moderate-income Housing Approximately 600 units of low- and moderate-income housing, including housing for the elderly, are proposed under the Plan. Some 310 units of this housing will be built by the Lower Roxbury Community Corporation, a local community group, at an estimated cost of \$9 million. This housing will include 93 elderly units, 100 apartments, and 119 townhouses. Construction is expected to start in the spring of 1972. Additional sites in the rehabilitation section of the project area will accommodate approximately 265 units, at an estimated cost of \$7,500,000.
- (3) Elementary School A four and one-half acre site is reserved for a 750 pupil public elementary school (K-5) which will be closely tied into the high school complex. This school will replace three existing obsolete elementary schools in the project area. Cost is estimated at \$4,500,000.
- (4) Parks and Open Space In addition to the extensive playing fields and other outdoor athletic facilities of the Campus High School, the Plan proposes a major expansion of the King-Timilty Middle School playground with the development of a 2.2 acre park and recreation area to be used jointly by the school and the community. Extensive improvements are also proposed for other existing play areas, as well as the construction of plazas and pedestrian ways to provide convenient access to the major recreation and activity centers within and adjacent to the project area. Total cost for park and recreation improvements is estimated at \$290,000.
- (5) Commercial Development Ancillary local retail facilities will be provided within the LRCC and other housing developments to serve the daily shopping needs of the project area residents. Additional shopping facilities and office space will be built in the commercial center part of the Campus High School.
- (6) Private Community Facilities Opportunities are provided in the Plan for the relocation of existing private institutional uses on new sites within the project area, when displacement is required by the renewal program. Firm plans include the private purchase and rehabilitation of a vacated church, and the construction of a second church and a parochial elementary school, at a total cost in excess of \$1 million.

- (7) Rehabilitation Within the conservation section of the project area, south of the high school site, the renewal program provides for the rehabilitation of over 75% of the existing housing, or approximately 400 units. Only those structures which are clearly substandard and infeasible of improvement, or which are non-conforming uses, will be cleared.
- (8) Circulation and Street Proposals The circulation plan proposes the construction of a New Dudley Street as a new crosstown arterial between Dudley Square and Roxbury Crossing, and the extension of Shawmut Avenue to Washington Street to relieve the present congestion in Dudley Square and substantially improve traffic flow and pedestrian safety. Local residential streets to serve the proposed housing developments will also be built. Existing streets to remain will be reconstructed or otherwise improved as necessary. Together with new or improved streets, utility construction, traffic signals, tree planing and other public works will be provided. Cost is estimated at \$5 million.

- (9) Expressway and Public Transit Proposals The Plan does incorporate the Inner Belt and Southwest Expressway as originally proposed, although a final determination on whether these highways will be built, or their specific design details, has not yet been made by the Governor. If the highways are built, the Plan does recommend the creation of adequate pedestrian and visual linkages between the project area and adjacent communities, including air rights development, walkways, and recreation spaces. As part of the Massachusetts Bay Transportation Authority improvements program, an existing elevated rapid transit line on Washington Street will be relocated along the Penn-Central Railroad alignment on the western edge of the project area, with a station planned at Roxbury Crossing serving both the high school complex and the project area residents.
- F. Environmental impact (beneficial and adverse) of proposed project or activity (identify land use aspects; environmental aspects of the site, including natural hazards and all deviations from applicable HUD policies and standards; pollution aspects; etc. Environmental impact includes physical, social and aesthetic considerations. Identify any relationship of proposal to National Register of Historic Places).

Implementation of the Campus High School Urban Renewal Project will eliminate a substandard and seriously blighted, decadent, and deteriorating area which is detrimental to the safety, health, morals, welfare, and sound growth of the Boston community, as defined under applicable Federal and Commonwealth regulations. Of the 492 buildings in the project area, 332 (67%) are structurally substandard to a degree requiring clearance as defined under applicable Federal regulations, and an additional 97 (18%) contain extensive major and minor deficiencies. Nearly 20% of the buildings in the project area are vacant and abandoned, or condemned. Many of these have been vandalized or gutted by fire, and consequently are unsafe and hazardous.

Of the 91.5 acres of land in the project area exclusive of streets and other rights-of-way, 14.6 acres (16%) have been taken by the City of Boston and foreclosed for non-payment of taxes.

A number of other indications of serious blight and deterioration are present throughout the project area, including incompatible land uses, overcrowding and improper location of structures, obsolete buildings unsuitable for contemporary uses, inadequate and unusable community facilities, poorly designed streets and inefficient traffic circulation, the encroachment of heavy commercial and industrial uses into residential areas, together with adverse influences from truck traffic, noise, dirt, and unsightliness, and similar environmental deficiencies. A detailed description of the environmental deficiencies present in the project area which implementation of the Plan will eliminate is contained in Attachment 2.

Besides eliminating specific adverse environmental conditions, implementation of the Plan will provide a more wholesome framework of environmental conditions which will substantially improve the livability of the area and promote confidence in the area's future. A basic goal of the renewal activity is to stimulate and facilitate both public and private actions in the project area in order to upgrade the area physically, socially, and economically.

Specifically, the renewal proposals will have the following environmental impacts:

- (1) Campus High School Construction of the Campus High School will fulfill a long-time goal of the City of Boston to replace obsolete and overcrowded high school facilities and to expedite the improvement, revitalization, and reorganization of the City's public school system in order to achieve a superior program of education for Boston's youth. The concept for this school was the keystone recommendation of a Harvard Graduate School of Education report on the Boston school system. The importance of this school is underscored by the fact that there presently is an urgent and immediate need for 5,000 high school seats in the City, and another 5,000 will be needed within the next few years to relieve serious overcrowding. In addition, the Campus High School is included as part of the City's commitment to the State Board of Education for reducing racial imbalance in the City of Boston, as required by Chapter 641 of the Acts of 1965 of the Commonwealth.

The Lower Roxbury site was selected for the high school following a comprehensive study of suitable locations. This recommendation was based on the area's particular advantage both for the city at large and for the surrounding community - its ideal regional location, its high accessibility to both highway and rapid transit facilities, its good visibility, its large size and regular shape, and the substantial benefit that would accrue to the community by the replacement of badly deteriorated conditions with a major community facility.

When completed, the high school will be able to provide an entirely new approach to secondary education to 5,000 students from every part of the city through a wide variety of courses and facilities that will provide for maximum learning opportunities and development. Each student will be able to select a program which best suits his or her interests and abilities. In addition, there will be opportunities for continuing education for adults and for community use of the facilities when the school is not in session.

Completion of the Campus High School will enable the Boston School Department to proceed, at an accelerated rate, with the reorganization of the grade organization as recommended by the Harvard report. This reorganization could substantially invigorate the present senior high school program. The new high school would free up seats in existing schools to accommodate this reorganization.

- (2) Low- and Moderate-Income Housing. The construction of some 600 units of housing in the project area will help substantially to eliminate a shortage of low-cost housing in the Boston area as well as serve as an important relocation resource for project area residents. It is anticipated that a total of 310 families and individuals will be displaced by the proposed project activities.

As noted previously, at least half of this housing will be developed by the Lower Roxbury Community Corporation, in accordance with an agreement executed with the Mayor and the Development Administrator, which provided that the Authority would reserve a minimum of 15 acres for low- and moderate-income housing to be developed in cooperation with LRCC. The type of housing proposed, bedroom sizes, and other features are based on extensive surveys of project area resident needs. Both rental and home-ownership opportunities will be provided, and rent subsidies and public housing leasing arrangement will be available. Both the LRCC housing and other proposed developments will provide decent, safe, and aesthetically attractive residential units that will enhance the community and replace existing substandard dwellings.

Although the LRCC housing is proposed to be built adjacent to the proposed Inner Belt Expressway, which could have some possible adverse environmental impacts on the housing, a number of factors strongly support the location as planned. (1) Under the terms of the aforementioned agreement, this housing was to be located as close as feasible to the existing Whittier Street Housing Project; also adjacent to the proposed highway; and away from any existing factories.

Since the Whittier Street Project is to be retained under the Plan, the location of the housing is in response to a genuine concern of the community that the Project not be isolated by the high school and highways. Being a relative small project (200 units) Whittier Street is one of the City's better public housing projects and therefore is retained in spite of the proposed highway construction. (2) Of a number of alternative locations for the housing, the present site was recommended by the community as the most appropriate. This selection is in keeping with the aforementioned agreement, as well as applicable HUD policies

and requirements, to encourage citizen participation and to give citizens a major role in the planning and development of their community. (3) The requirement for a contiguous and unified site for the high school, in as regular shape as possible because of space limitations, would not permit a number of other alternative locations. (4) Although a final decision on the Inner Belt has not yet been made, the original proposed design of an expressway character has been rejected by the Governor. It is very probably that if a road is eventually built, its scale, and thus its impact, will be somewhat less.

- (3) Elementary School The proposed elementary school will replace three existing obsolete elementary schools in the project area as well as serve school-aged children from the proposed new housing developments. The school will be tied into the adjacent Campus High School, particularly with its health and social services components. It will also be related architecturally and aesthetically since the same architect is designing both. The facilities and educational program for this school are being developed in close cooperation with the local residents who will benefit from this school.
- (4) Parks and Open Space The park and open space proposals of the Plan will allow the upgrading of existing inadequate recreational areas and will provide for new facilities for the use and enjoyment of the community residents. Provision of the proposed plazas and pedestrian ways will enable convenient access to the area's housing, community facilities, and commercial centers as well as promote pedestrian safety.
- (5) Commercial Development The inclusion of local retail stores within the proposed housing developments will provide convenient facilities for the daily shopping needs of the residents. Extensive new commercial facilities are not considered necessary since the project area is adjacent to a major retail shopping center at Dudley Square. However, some retail and office space will be included in the high school complex as part of its overall program to provide business-learning opportunities to the students. Located at the southeast corner of the site adjacent to the Dudley Square entrance to the public concourse, the commercial center will help to tie the school to the local community.
- (6) Private Community Facilities Sites provided in the project area for private community facilities will provide for the religious, educational social, and community service needs of the local residents.

Existing public and private health facilities in the project area which must be relocated will be replaced by a health center located in the social services component of the high school.

- (7) Rehabilitation Rehabilitation activities in the conservation section of the project area will preserve and upgrade existing housing and other properties which are basically sound and will strengthen and revitalize the physical setting of this section of the community. The rehabilitation of some 400 units of housing will assure the long-term continuance of this residential neighborhood with little or no displacement required. Accompanying public actions, including improvements to local community facilities and to the local streets, will further maintain the desirable qualities of the area.
- (8) Circulation and Street Proposals. The primary objective of the circulation proposals of the Plan is to regulate, channel, and distribute vehicular traffic along routes suitable for this function in order that maximum capacities may be achieved without endangering the safety and physical integrity of the community. In particular the circulation proposals are designed to direct through traffic and industrial-commercial traffic from residential neighborhoods and thereby eliminate the adverse environmental effects of such traffic.

New Dudley Street, designed as an arterial between Dudley Square and Roxbury Crossing, is required to meet the traffic needs for the area and is an integral part of the circulation pattern programmed by the City. Its construction will continue street improvements already constructed or planned in the adjacent Washington Park Renewal Project. New Dudley Street will be the only major access street to the new high school and is required to accommodate the school bus program needed to serve the school.

The extension of Shawmut Avenue to Washington Street, together with the closing of a portion of Dudley Street, will help to relieve the present congestion in Dudley Square and substantially improve traffic flow and pedestrian safety.

The proposed new local residential streets are required to provide necessary access to the Lower Roxbury housing development. In order to improve the safety of the future residents, Ruggles Street will be closed to through traffic, which will be rerouted to new arterials.

In all new street construction, and in reconstruction of existing streets, surface and sanitary drainage systems will be separated in order to eliminate potential pollution hazards. Where necessary, existing streets being retained will be resurfaced to provide a first class wearing surface throughout the project area.

- (9) Expressway and Public Transit Proposals The proposed Southwest and Inner Belt expressways, or whatever transportation corridor proposal is finally selected, will have a major benefit on the project area by removing from the area considerable volumes of through traffic presently using city streets. This will allow improved circulation for locally-oriented traffic and will substantially increase pedestrian safety.

For an analysis of roadway, railway, and aircraft noise level impact of the proposed project, see Attachment 1, "Analysis of Noise Assessment Guidelines". Although possible adverse roadway noise impacts are identified, the attached analysis indicates that any adverse impacts can be significantly reduced or eliminated by type of construction, landscaping, and other means during project implementation.

The provisions for future air rights development, landscaped pedestrian walkways, and other visual and physical connections over or under the proposed expressways will significantly help to ameliorate possible adverse effects of separating communities that construction of the roadways may cause.

The rapid transit proposals, part of the Massachusetts Bay Transportation Authority improvements program, will provide convenient public transit from the project area to downtown Boston. The proposed station at Roxbury Crossing will be integrated with the Campus High School concourse and will provide ready access to the school and community. At the present time, a second station is under consideration near Ruggles Street, which will provide convenient access to the Lower Roxbury housing.

There are no buildings or places within the project area which are listed on the National Register of Historic Places.

- G. Adverse environmental effects which cannot be avoided (identify any adverse environmental effects which cannot be avoided should the proposed project or activity be implemented).

See Attachment 1, "Analysis of Noise Assessment Guidelines" for evaluation of possible adverse roadway noise level impact on the project.

- J. Views of local groups (what are the known view of local groups to the proposed project or activity identify known or potential opposition groups and their views).

The proposed project has the complete support of local groups, including the Lower Roxbury Community Corporation and the Model Neighborhood Board.

The Lower Roxbury Community Corporation is the official Project Area Committee for the Campus High School project, having been established in May 1970 in accordance with Federal regulations and policies governing citizen participation in urban renewal projects. Development of the project proposals was accomplished in cooperation with the LRCC, assuring full community participation in the planning and execution of the renewal plans. Copies of letters from LRCC-PAC and the Model Neighborhood Board indicating the support and views of these groups are attached as Attachment 3.

In accordance with Federal regulations, a public hearing on the proposed project was held on May 26, and June 4, 1971, which hearing was attended by several hundred residents, businessmen, and others from the proposed project area. Opportunity was afforded to all those wishing to be heard, either favorably or in opposition, on the proposed project. The testimony presented showed virtually unanimous support for and endorsement of the proposed project.

There are no known or potential opposition groups to this project.

ATTACHMENT # 1

G. Environmental Impact - Analysis of Noise Assessment Guidelines

Attached is the staff analysis of the Noise Assessment Guidelines as contained in the U. S. Department of Housing and Urban Development booklet (BBN Report No. 2176, August, 1971). We have analyzed the Campus High School Project and, in particular, the Lower Roxbury Community Corporation's proposed housing site in the northeasterly portion of the project by using Worksheets A, B, C, and D. Worksheet E, Walk-Away Test, was not deemed to be necessary since none of the project has been developed and there are large, open demolished areas which would not be at all indicative of the completed project conditions.

The evaluation for Aircraft Noise, Worksheet B, shows a clearly acceptable category which is self-explainable.

The evaluation for Roadway Noise, Worksheet C, show three out of eight categories to be Normally Unacceptable. Two of these roads are currently under study by the Boston Transportation Planning Review, created by the Governor, to re-evaluate the transportation needs of Greater Boston. We have assumed the worst (most conservative) conditions for these roads and it is not even clear that the roads would be constructed, or constructed even with the current design. The emphasis of the BTPR's effect is to de-emphasize vehicular traffic of all types.

All of the three Normally Unacceptable categories are related to truck traffic which is often difficult to project, particularly on new roadways. The worksheets do not allow for analysis of the effects of

trees, plantings, and other landscaping items which are a normal item in our projects and to which we have paid particular attention to in this development because of its location. The amounts of truck traffic are a relatively small percentage (3%) of the total vehicular traffic. Indeed, their presence is magnified because of the installation of traffic signals which increase the amounts of "equivalent" trucks but also reduce speeds, allow for pedestrian controlled crosswalks and are generally accepted as a control device to make roadways safer and more efficient.

In other words, the installation of traffic signals make a roadway safer but are sufficient to move the truck analysis down to a Normally Unacceptable Category. Formal submission of plans for the LRCC housing proposal include heavy landscaping of buffer areas between the local street system and the proposed housing with dense foliage pin oaks, maples, and european plane trees. These landscaping improvements will be carried out by the developer as approved by the Boston Redevelopment Authority. It is our opinion that this landscaping treatment will significantly reduce the truck traffic noise, thus making this housing project entirely acceptable and satisfactory. It should be pointed out that there are few sites in the central city area where similar conditions would not be found due to the normally congested condition on most urban streets. We believe that this can justify discretionary approval of this category.

The evaluation for Railway Noise, Worksheet D, shows a Normally Acceptable category which we believe to be self-explanatory. These railway facilities are important elements in the city's effort to reduce vehicular congestion and its adverse effects. Again, we have used the most conservative assumptions which are presently available.

We have performed our analyses on the proposed housing portions of the project because it is our understanding that this is HUD's basic concern as indicated in HUD Circular 1390.2, Section 2-a-2 (Page 2).

The classroom portions of the Campus High School are remotely located from the major highway systems. Those portions of the high school which are nearby to the highway system house some of the extra-curricular activities where times of occupancy and peak period noise exposures are less critical than those experienced in housing units.

Proposed New Dudley Street, designed primarily to serve the Campus High School, is located along the southerly side of the high school. The present design of the high school exhibits precast concrete and masonry construction which is unherently superior in noise abatement characteristics.

Analysis of the high school with respect to aircraft and railway noise would obviously yield similar results as those pertaining to the housing which are no worse than Normally Acceptable.

We hope that the submission of this report will be found acceptable and that it will facilitate your final review and approval of our Campus High School Urban Renewal Project Loan and Grant Application.

WORKSHEET A - Site Evaluation

Site Location: Boston, Roxbury DistrictProgram Urban RenewalProject Name Campus High School ProjectLocality RoxburyFile Number Mass, R-129Sponsor's Name Boston Redevelopment AuthorityStreet Address City HallCity, State Boston, MassachusettsPhone 722-4300

Least Favorable Category found for

1. Aircraft Noise Clearly Acceptable
2. Roadway Noise Normally Acceptable - Inner Belt & Southwest X-way
Normally Unacceptable-Surface St. Trucks only.
3. Railway Noise Normally Acceptable
4. Walk-Away Test Not Conducted - N.A.
(if conducted)

Final Site Evaluation - Least Favorable

Category Above:

Normally Acceptable - Inner Belt & Southwest X-wayNormally Unacceptable - Surface Streets - Trucks only

Clip this worksheet to the top of a package
containing Worksheets B - E and Figs. 1-4.

NOTE: For Roadway Noise - The Normally Unacceptable category is found for trucks only on Shawmut Ave, South Service Drive and Inbound Service Drive-Tremont St.

Date: March 15, 1972Signature: Anthony J. Starnini

WORKSHEET B - Aircraft Noise

List all airports within 15 miles of the site:

1. Logan International Airport
2. _____
3. _____

Acceptability Category:

Clearly Acceptable

Necessary Information:

	Airport #1	Airport #2	Airport #3
1. Are NEF or CNR contours available? (yes/no)	<u>YES</u>	_____	_____
2. Number of nighttime jet operations:	<u>180,000 (Annual 1967)</u>	_____	_____
3. Number of daytime jet operations:	<u>850,000 (Annual est 1967)</u>	_____	_____
4. Any supersonic jet operations? (yes/no)	<u>NO</u>	_____	_____

NOTE:

1. Distance between Site and NEF 30 = 12,400 feet
2. Distance between NEF30 and NEF40 = 6,400 feet
3. From Table 1, 12,400 is greater than 6,400 therefore category is
Clearly Acceptable

Date: March 15, 1972Signature: *William J. Sullivan*

Worksheet C - Roadway Noise

List all major roads within 1000 ft of the site:

1. INNER BELT - Southwest Expressway
2. Inbound Service - Tremont St.
3. South Service Drive
4. Shawmut Ave.

Acceptability Category:
Automobiles Trucks

Normally Acceptable	Normally Acceptable
Clearly Acceptable	Normally Unacceptable
Normally Acceptable	" "
Normally Acceptable	" "

Necessary Information:

	Road #1	Road #2	Road #3	Road #4
1. The distance in feet from the site to the centerline of				
a. nearest lane:	200	335	40	31
b. farthest lane:	320	355	65	88
2. The total number of automobiles per hour in both directions:	2650	1024	940	1034
3. The number of trucks per hour				
a. uphill direction:				
b. downhill direction:				
c. both directions:	170	66	60	66
4. Effective distance from site to road:	250'	340'	51'	53'

Adjustments for Automobile Traffic

5. Stop-and-go:	NA	102	94	103
6. Mean speed:	1060.0	NA	NA	NA

Adjustments for Truck Traffic

7. Road gradient:	0	0	0	0
8. Stop-and-go:	NA	165	150	165
9. Mean speed:	64	NA	NA	NA

Barrier Adjustment

10. Distance from site to barrier:	120'	NA	NA	NA
11. Distance from center of road to barrier:	80			
12. Effective elevation of road:	0			
13. Effective elevation of site:	42			
14. Effective elevation of barrier:	17			
15. Difference in elevation between site and road:				

(Over)

Worksheet C - (Continued)

	Road #1	Road #2	Road #3	Road #4
16. Difference in elevation between barrier and road:	<u>17</u>	<u> </u>	<u> </u>	<u> </u>
17. Adjusted distance: 1.45 x 250	<u>363</u>	<u> </u>	<u> </u>	<u> </u>

- 1.) The Boston Transportation Planning Review, created by the Governor's Office, is presently restudying the transportation facilities in this area. We have assumed facilities based on the Governor's decisions made in December of 1971 and have modified the transportation elements accordingly.
- 2.) All volumes are based on the State DPW's projected volumes for 1985-1990 and are considered conservative as the B.T.P.R.'s effort is directed towards reducing vehicular traffic of all types.
- 3.) The Governor will make decisions in June-July 1972 as to whether or not the Inner Belt - S.W. Expressway and its accompanying service drives, Roads #1, 2 and 3, will be built at all. In either case, the expressway will be depressed which we have assumed in our analysis.

Date: March 15, 1972Signature: Anthony J. Blum

WORKSHEET D - Railway Noise

List all railways within 3000 ft of the site:

1. Penn Central Mainline Railroad
2. MBTA-Relocated Orange Transit Line
3. MBTA-Existing Orange Transit Line

Acceptability Category:

Normally Acceptable" "" "

Necessary Information:

1. Distance in feet from the site to the railway right-of-way:
2. Type of exposure (line-of-sight or shielded):
3. Number of nighttime operations:

Railway #1

Railway #2

Railway #3

985'1000'460'L.O.S.L.O.S.Shielded168484Date: March 15, 1972Signature: Anthony J. Blum

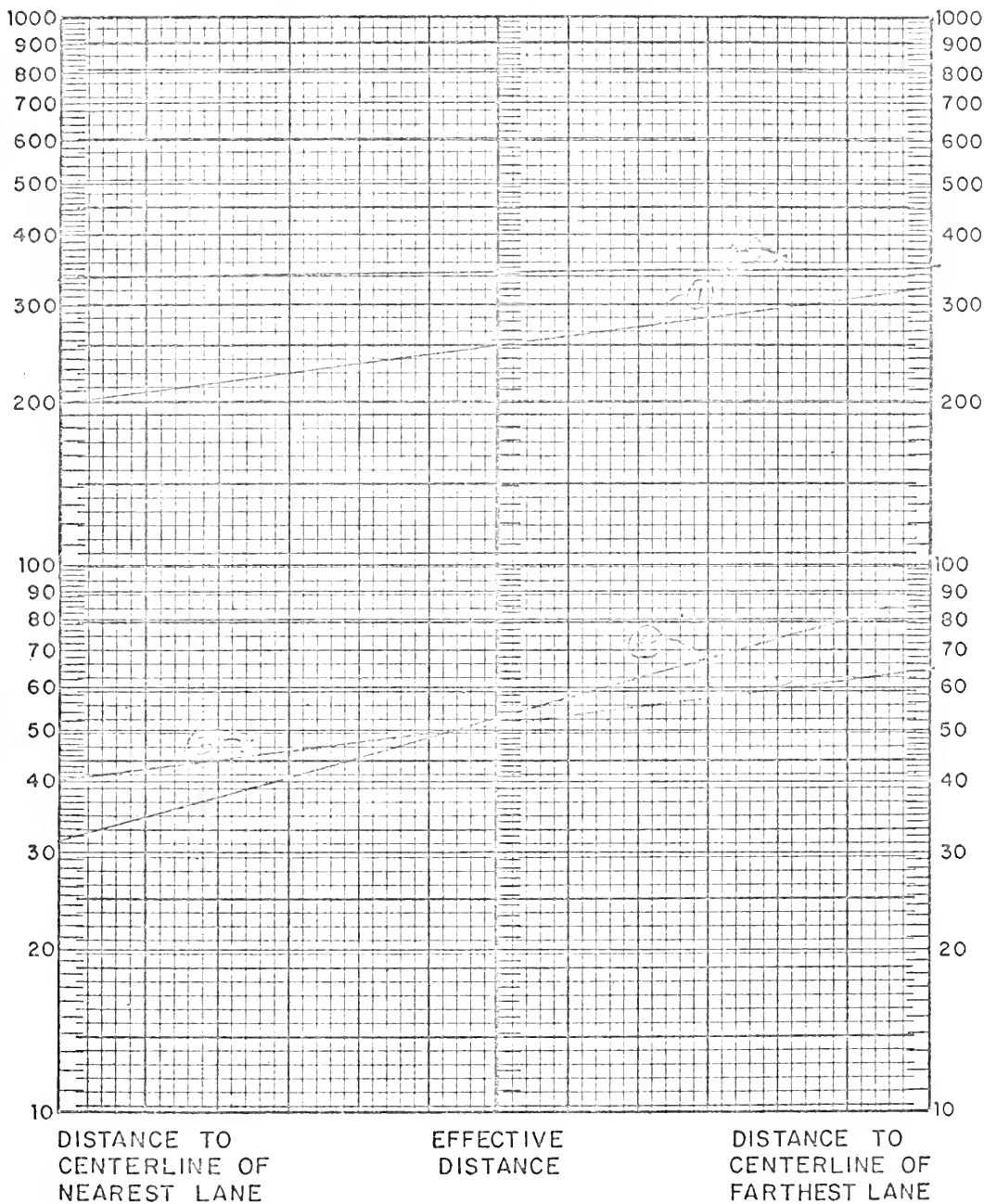


Figure 1.

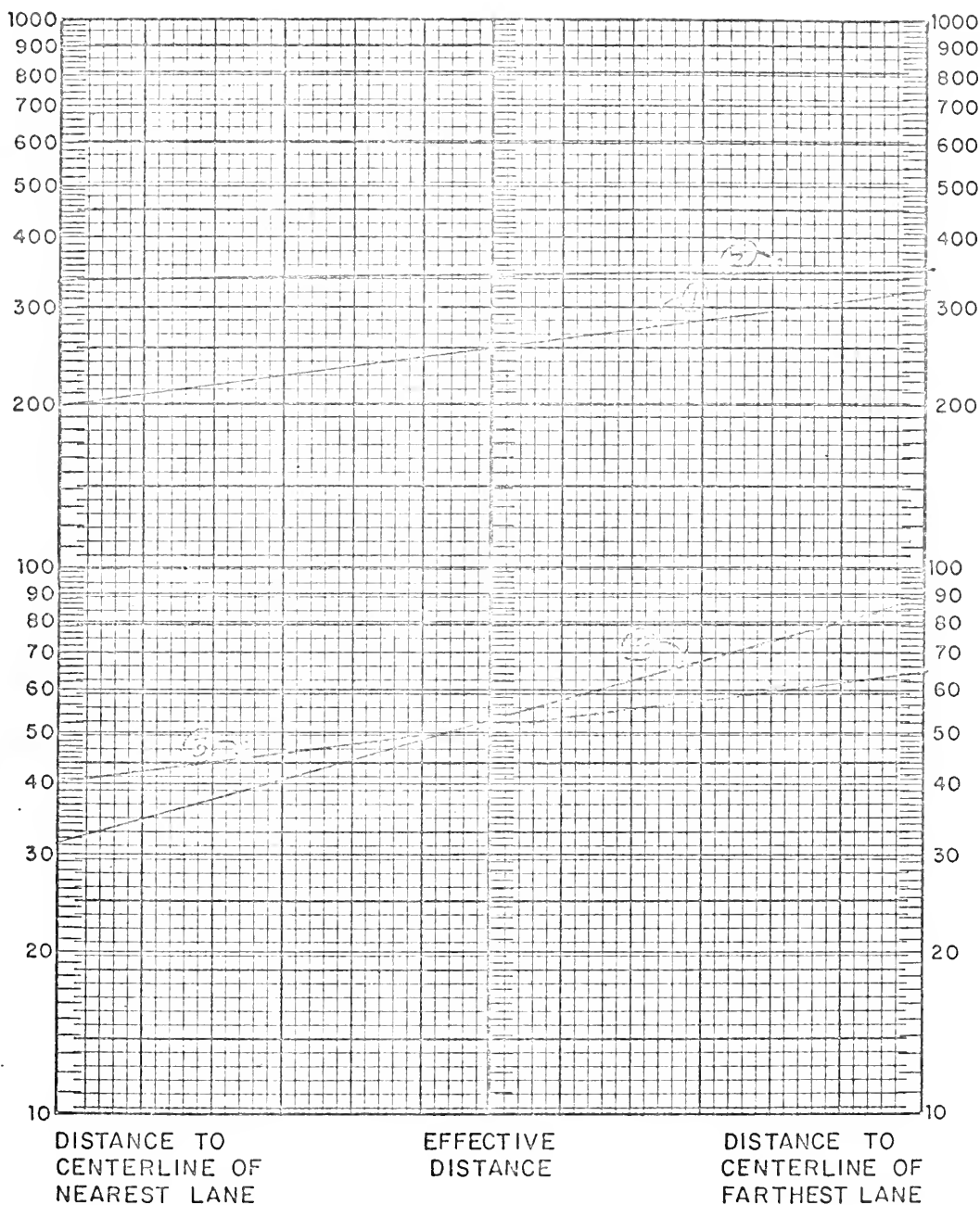


Figure 1.

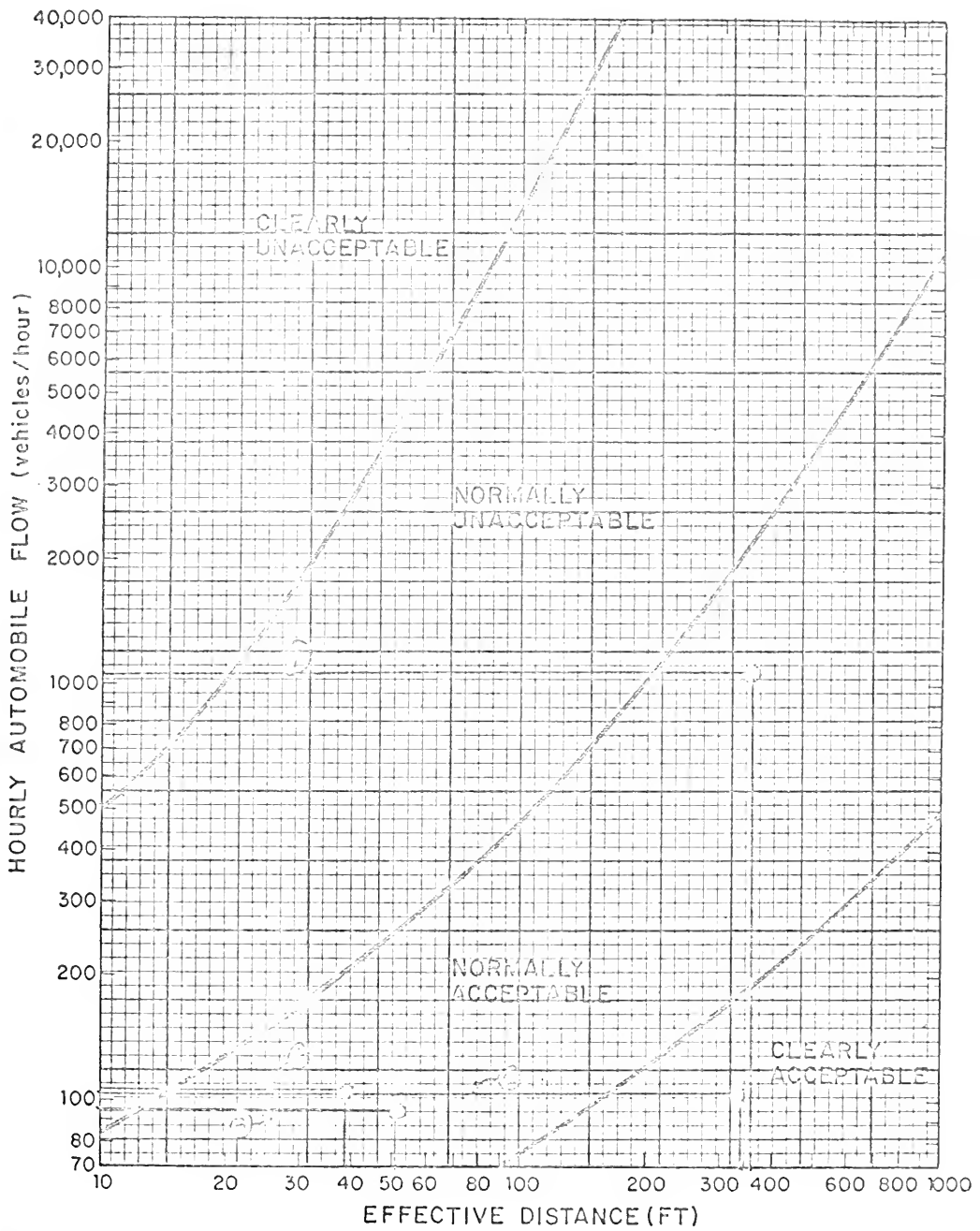


Figure 2.

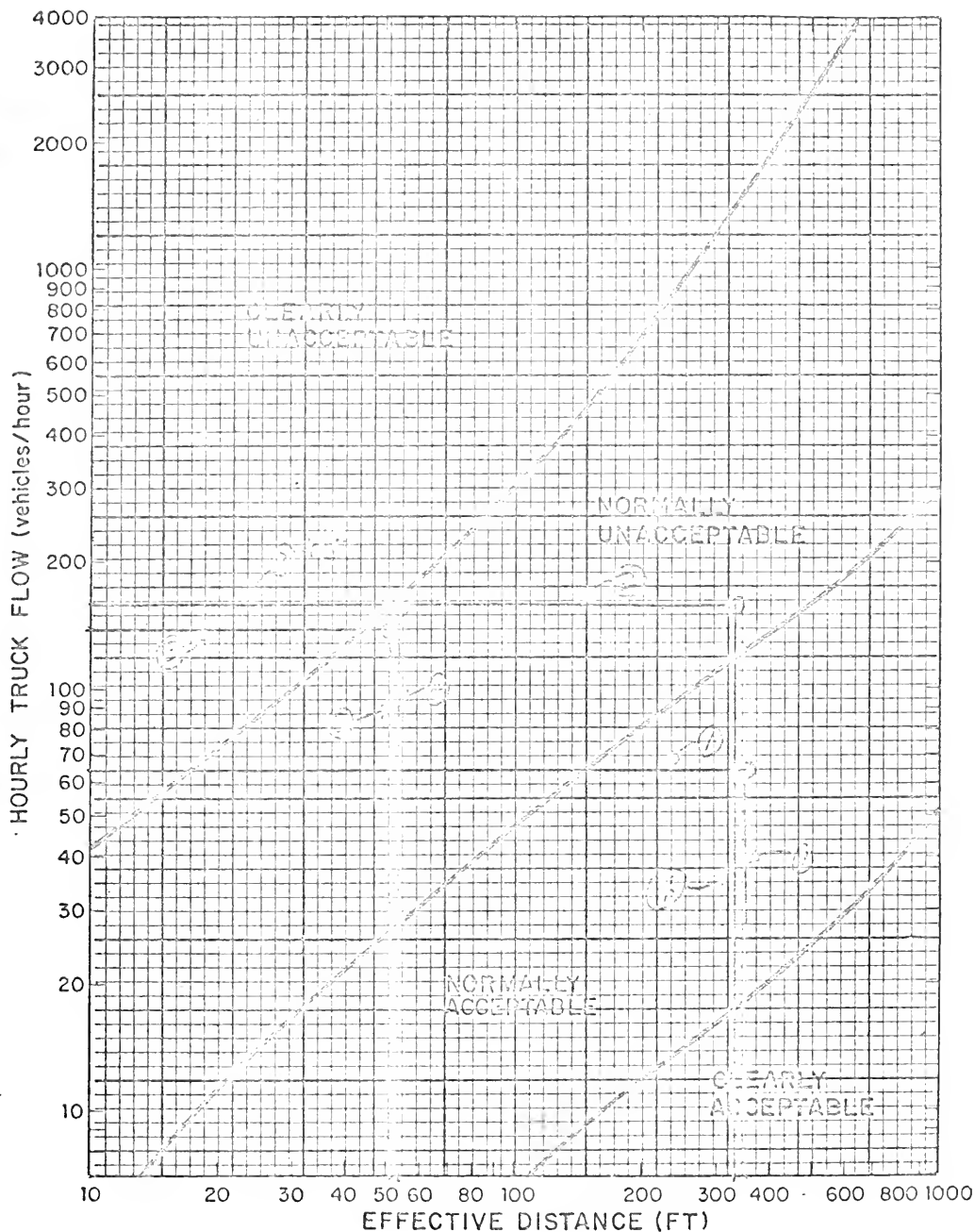
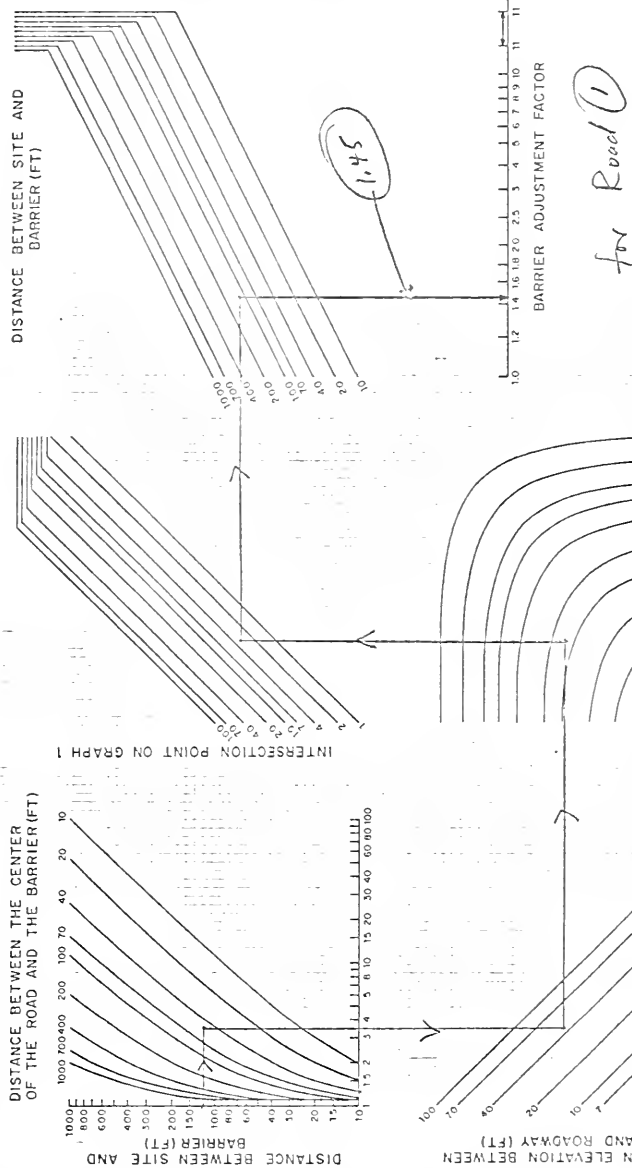


Figure 3.



ATTACHMENT 2

Environmental Deficiencies
Campus High School Urban Renewal Area
Mass. R-129

The project area contains six major environmental deficiencies.

(1) Overcrowding or improper location of the structures on the land

Many residential and non-residential structures do not meet standards set by the City of Boston zoning ordinance which went into effect in January, 1955. Lot areas and widths, usable open space, and front, side, and rear yard requirements are generally below code standards. Residential buildings frequently cover 60% to 80% of their lot areas, which exceed that permitted by the zoning code. In addition, many residential buildings are located on interior lots, on the rear of parcels behind other structures, or otherwise have restricted access, which is a definite safety hazard in case of fire or other emergency.

Similar problems exist with non-residential structures. The typical placement of these buildings prevents effective use of any open space that does exist for parking, loading, and deliveries.

Source: Boston Zoning Code; Sanborn and Bromley Atlases

(2) Obsolete building types, such as large residences or other buildings which through lack of use or maintenance have a blighting influence

Many of the retail and industrial facilities were constructed more than sixty years ago and are now functionally obsolete. The type of construction, mechanical equipment, general layout, and loading and servicing arrangements lack adaptability to contemporary industrial and retail requirements.

Redevelopment Authority surveys indicate that approximately 19 percent of the buildings in the project area are vacant and abandoned. Most of these buildings are poorly maintained or have been destroyed by vandals, and consequently they are unsafe and hazardous. In addition, major fires have gutted other buildings, further blighting the neighborhood. As there have been no economic incentives to improving these buildings, many have become foreclosed by the City for non-payment of taxes. A total of 31 buildings in the project area (6.6% of all buildings) have been inspected and condemned by the City of Boston Building Department or the Office of Neighborhood Improvement or have been surveyed by Redevelopment Authority staff and found to be unsafe and dangerous and/or unfit for human habitation.

Source: Boston Redevelopment Authority field surveys of land use and building conditions; Boston Redevelopment Authority relocation surveys; City of Boston Building Department; City of Boston, Office of Neighborhood Improvement.

(3) Detrimental land uses or conditions such as incompatible uses, structures in mixed use, or adverse influences from noise, smoke or fumes

A number of heavy commercial, industrial and mixed use structures have encroached upon the residential areas of the project. These uses generate truck traffic, noise, dirt and unsightliness which have contributed to the deterioration and spread of blight in this area. Inadequate customer and employee parking, as well as the lack of off-street loading facilities, also have had an adverse effect.

Many structures in mixed residential-commercial use are found in the project area, particularly along the major streets. A number of these commercial uses are now vacant and unmaintained, thus adversely affecting the surrounding area.

Source: Boston Redevelopment field surveys of land use and building conditions.

(4) Unsafe, congested, poorly designed or otherwise deficient streets

Detailed engineering surveys of the project area (exclusive of that section of the project within the alignment of the Southwest Expressway) indicate that the majority of the existing streets are substandard in condition. Approximately three quarters of the streets have surfaces rated as poor or very poor, and nearly 98% of the sidewalks are similarly rated. Thirty percent of the street lighting has been found to be deficient (poor to very poor or broken) and forty-one percent of the lighting fixtures are over 55 years in age.

Information supplied by traffic engineering consultants indicates that few streets in the area have roadways wide enough for major traffic volumes, and that there are a number of complex intersections, few continuous streets, and an inadequate system of collector streets. Many streets are operating at or near capacity. Major intersections are chronically congested under present conditions, resulting in a tendency for motorists to use secondary streets or even local streets to circumvent problem locations along arterials.

The most seriously confused street pattern exists in the immediate vicinity of Dudley Square. Dudley Street itself is a major crosstown street and is severely congested and operating at capacity (10,000 vehicles per day). The heavy use of this street by buses, together with the lack of adequate curb loading stations and with on-street parking, contribute to the problem of congestion. The Roubury Crossing area is a major problem area; congestion and poor alignment of the streets entering Roubury Crossing limit the capacity of this intersection.

Source: Boston Redevelopment Authority traffic, engineering, and land use surveys; Wilbur Smith and Associates, Renewal Program Traffic Study, January 1965; Green Engineering Affiliates, Inc. "Street Condition Survey", 1969.

(5) Inadequate public utilities or community facilities contributing to unsatisfactory living conditions or economic decline

a. Schools

A study of the public schools in the City of Boston prepared by Harvard University indicated that the four elementary schools in the project area are obsolete and in deteriorating condition and recommended that they be abandoned. All of the schools are of Type IV construction (wood frame, floors and roof) and are hazardous to the safety of their occupants.

The William Bacon School was built in 1897 and suffers from age and lack of maintenance. Exterior walls are cracked; deteriorating brickwork and crumbling mortar in the basement permit water seepage; the upper floors show evidence of leakage; and walls and ceilings are cracked and lack paint. In addition, basement toilet rooms are unsanitary and illumination is substandard.

The Dillaway School, built in 1882, is located in a blighted neighborhood next to elevated tracks and is surrounded by heavy traffic. Foundations and walls show evidence of leakage, toilet facilities are unsanitary, and lighting is inadequate. The hand-fired coal boilers are controlled by an obsolete control system.

The Dufley School, built in 1874, is located on a site characterized by heavy traffic along its front, limited land area, and inadequate outdoor play space. Exterior walls are cracked, causing interior leakage; classrooms are dark; ventilation is substandard; and basement toilets are unsanitary.

The Asa Gray School was built in 1877 and was abandoned as a public school in 1967. The building presently is vacant and in general disrepair; walls and ceilings show evidence of leakage; the exterior needs repointing; lighting is substandard, resulting in dark and hazardous corridors and stairs; and basement toilet facilities are unhealthy.

b. Parks and Recreation

None of the public parks in the project area are usable by the area's residents. The Madison Park is in dilapidated condition, is hazardous, and is entirely inadequate for recreational purposes. Lack of maintenance and broken glass characterize much of this park area. The smaller Vernon Street Park area is closed much of the year. The King Street Park area has no equipment and is in a very dilapidated condition, although attempts have been made to improve its condition and usefulness. A fourth recreational area, formerly a school site and playground on Bartlett Street, is likewise unusable.

c. Municipal Buildings

Police Station No. 10 at Roxbury Crossing, built in the 1870's, and the Roxbury Municipal Court, remodeled from an old school in 1901, are both functionally obsolete and in poor repair. These two facilities are scheduled for replacement by a consolidated police station and court building now under construction in the Washington Park Civic Center at Dudley Square.

d. Sewerage and Water

Information supplied by engineering consultants indicates that most of the area above Linden Park Street is served by separate sanitary and storm drainage systems and that below Linden Park Street these systems are combined. Most of the mains are over 60 years of age. Storm overflows in the Old Stony Brook Conduit contain some sewerage discharge and contribute substantially to the pollution of the nearby Fens Pond and Charles River Basin.

The consultants also found that a large percentage of water mains 16" and larger were laid prior to 1900 and are considered to have lost more than 50% of their original carrying capacity. A 24" main on Roxbury-Dudley Streets is over 100 years old (1868) and is considered to be badly tuberculated. In addition, eight main failures have been reported in the area between 1954 and 1962.

Sources: Cyril D. Sargent (Harvard Graduate School of Education), Boston Schools, 1962, May, 1962; Charles A. Maguire and Associates, Preliminary Studies of Existing Utility Systems, April, 1964; Boston Redevelopment Authority field surveys of land use and environmental conditions.

(5) Other equally significant environmental deficiencies

A large part of the project area (28 percent) contains vacant and underutilized land. Years of vigorous building code enforcement and the consequent demolition of derelict and unsafe buildings, together with the threat of the Inner Belt Highway construction, have reduced this area to a virtual wasteland. The demolition of buildings unfit for further

company has left unsightly gaps in the area which are often used for the dumping of refuse and abandoned automobiles. Records of the City of Boston Building Department indicate that a total of 207 buildings have been demolished in the past ten years. Within the whole project area, approximately 415 buildings have been demolished since 1931 and the parcels have remained vacant.

Source: Boston Redevelopment Authority field surveys of land use and environmental conditions; City of Boston Building Department.



LOWER ROXBURY COMMUNITY CORPORATION

60 VERNON STREET

ROXBURY, MASS. 02119

PHONE 427-3715 EX. 35

May 24, 1971

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RECEIVED

MAY 25 1971

BOSTON REDEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR

Mr. Robert Kenney
Director
Boston Redevelopment Authority
1 City Hall Square
Boston, Massachusetts 02201

Dear Mr. Kenney:

As it now stands the Urban Renewal plan for the Campus High School Project will provide many outstanding and positive features, both for the City of Boston, and the residents of Lower Roxbury. The magnificent new 5,000 student Secondary Education Complex will be a marvelous educational and cultural contribution to the City. On-site new housing is being built, with LRCC as sponsor-developer, commercial and office facilities are being developed with Lower Roxbury Community Corporation's leadership and for the benefit and ownership of the residents of the community.

We in the Lower Roxbury Community Corporation are convinced that the Renewal plan as it is being presented at the May 26th hearing will truly benefit the City of Boston.

You and the Boston Redevelopment Authority staff can continue to count on the cooperation and the residents of Lower Roxbury for strong support and friendly cooperation both at the coming City Council hearing and in the future.

Sincerely,

Ralph D. Smith
Ralph D. Smith
President

RDS:mb

Mr. Ciriaco Picomonte, President
Boston City Council
City Hall
Boston, Massachusetts

Dear Mr. Picomonte:

On behalf of the Model Neighborhood Board, I am writing to urge endorsement by the Boston City Council of the B.R.A. plan for renewal of the Campus High area being presented on Wednesday evening, May 26, at the Trinity School. Pains-taking effort and five years of planning have been invested by the community in this project.

Concerned residents of the area have worked cooperatively with the City and B.R.A. through Lower Roxbury Community Corporation, as well as through the structure of our Area 2 Sub-committee and overall Model Neighborhood Board to detail the present design, including 451 units of housing which will bring the displaced residents back in conformity with the original overall plan, but the current plan encompasses as well, the amenities critical to development of a vital permanent community.

Provision of adequate space for such community necessities as the permanent Area 2 Family Life Center with added social, education, recreation, health and day-care services tied into the unified educational plans for the new Campus High and the elementary schools, as well as attractive new business sites, will establish a viable framework for future stability.

Restoration of this historic part of Boston is important, as well, for the future stability of the city itself. In addition, of course, we hope you will honor the official agreement accepted by the City, B.R.A. and Lower Roxbury Community Corporation in January 1967, which provides for community decision-making in the design process.

We are deeply appreciative of your constant support of programs affecting Boston's Model City area and hope we can count on you and each of your colleagues on the Council to extend that support for the Campus High Renewal Plan.

Sincerely,

John A. Sullivan, Chairman
Boston Model Neighborhood Board

BLSR.E

Environmental Clearance
for The Campus Highsettled
Urban Renewal Project

ISSUED TO